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The China Mail.

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HONGKONG, MONDAY, MAY 7, 1906.

日四月四年午丙

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AUGUSTINER BRAU
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Per Case of 6 doz. pta. \$18.00.
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1815 3, DUDDELL STREET.

Intimations.

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.
For particulars, apply to
BUTTERFIELD & SWIRE.
Hongkong, April 21, 1906. 920

WANTED.

BY a Lady, BOARD and RESIDENCE
in KOWLOON.
British family, and Tennis Court preferred.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, April 24, 1906. 869

SITUATION WANTED.

YOUNG EXPERIENCED ACCOUNTANT,
TANT, with good knowledge of
Shipping, Insurance and Typewriting,
having all mornings to spare, would be glad
of engagement.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, May 2, 1906. 913

NOTICE.

THE PHARMACY (FLETCHER & CO.,
LTD.).

NOTICE IS HEREBY GIVEN that
from this date, the Manager of this
Company will be Mr. E. B. K. HUNT,
Member of the Pharmaceutical Society of
Great Britain, and late Dispenser, St. Bart-
holomew's Hospital, London, who will
personally dispense all prescriptions.
Hongkong, May 2, 1906. 919

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK FO)

A LEADING CHINESE PAPER.
Wide Circulation in Hongkong and
South China.
Superior Medium for CHINESE
ADVERTISING.
BLOCKS MADE, HALF TONING,
AND
PRINTING A SPECIALITY.
Orders Promptly attended to.
161, DES VŒUX ROAD CENTRAL.
Hongkong, March 12, 1906. 622

'THE CITOPHONE.'

A HOUSE TELEPHONE.
CAN be fitted to existing Electric Bells.
No Extra fittings needed. As clear
and distinct as an Ordinary Telephone.
Best Telephone for PRIVATE HOMES,
HOTELS, BOARDING HOUSES, OFFICES, HOS-
PITALS, etc., etc. Prices very Moderate.
Can be inspected at the Offices of the
Sole Agents:
LUTGENS, EINSTMAN & CO.,
No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1380

MRS CHEUNG.

UPPER-CLASS PHOTOGRAPHER.
PANORAMIC VIEW OF
SAN FRANCISCO.
NOW ON SALE.
PRIE ONE DOLLAR EACH.
BRANCH: HONGKONG HOTEL CORNER.
Hongkong, April 28, 1906. 1587

THE POPULAR SCOTCH

'BLACK AND WHITE.'



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
AND
H.R.H. THE PRINCE
OF
WALES.
Supplied at all the Leading Clubs and
Hotels, and to be obtained from All the
Principal Grocers.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,383 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,895 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,898 tons, Captain G. F. Morrison, s.s.s.
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon,
except when otherwise notified by Express.
Note: During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 819 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilbur.
s.s. NANNING, 569 tons, Captain C. Bartsch.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOPEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET. 1631

HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD
FURNITURE AND NOVELTIES.
NO BAMBOO FRAMES IN OUR CHAIRS.
SOME NOVELTIES IN LEATHER ORILL WORK AND BURNED LEATHER PILLOWS, ETC.,
JUST ARRIVED.
Showrooms—No. 2, Pedder St.; Factory—1 to 13, Shaukiwan Rd. 3211

N. LAZARUS, OPTICIAN, No. 6, PEDDER STREET.
SIGHT TESTED FREE. LENSES GRIND. (UNDER HONGKONG HOTEL).
REPAIRS A SPECIALITY. 1797

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE: MONTREAL.
THIS Company issues the most Liberal and Clear Policy ever offered in East.
DOUBLE BENEFITS FOR TRAVEL ACCIDENTS, FEVER, TYPHOID and
SMALL-POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT and LESLIE, General Agents for China. GEO. GRIMBLE, Manager, Hongkong.
Hongkong, April 21, 1906. 692

NOTICE OF REMOVAL.

D. SWAN HAS REMOVED from
No. 7, Alexandra Buildings to 18,
BANK BUILDING, 1st Floor, next to
Shanghai Life Insurance Co., Ltd.
Hongkong, May 3, 1906. 939

NOTICE OF REMOVAL.

MESSRS L. M. ALVARES & CO.
have this day REMOVED their
Offices to the Top Floor of No. 8, DES
VŒUX ROAD CENTRAL, above the
Office of Messrs JONHON, FRICKEL AND
MAEWEN.
Hongkong, May 1, 1906. 909

TUNG CHEUNG & CO.,

COAL MERCHANTS.

AGENTS to TATSUMI SHOKWAI of
MOJI, COAL EXPORTERS.

Sole Agents for: KUROBARA COAL.

Have always a Large Stock of Best
AUSTRALIAN and JAPANESE COAL
and undertake to bunkor steamers at the
shortest notice.

Office No. 161, Des Vœux Road Central.

Tel. Add.: 'YUENGMUI', Hongkong.

Telephones No. 418.
Hongkong, March 9, 1906. 606

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

OHNE WING & CO.

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE &c.

STEEL GIRDERS and TEES,

ORRUGATED IRON, FIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

1239

WILLIAM MACLEOD,

D.D.S.

ENGLISH DENTIST.

1, CAMERON ROAD, KOWLOON,

1st Floor, Kowloon Dispensary.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

LADIES' DEPARTMENT.

JUST RECEIVED A NEW SHIPMENT OF

SUMMER COSTUMES

IN MUSLIN, LINEN, COTTON, ETC.

LADIES' TRIMMED HATS

LATEST LONDON AND PARIS STYLES.

BLOUSES, UNDERSKIRTS,
BOOTS and SHOES.

LANE, CRAWFORD & CO.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager. 1897

STAG HOTEL.

14, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER. 1895

CHAMPAGNES

FROM CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

THE OLIVER TYPEWRITER.



VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,
General Agents
for Hongkong & South China.
Hongkong, April 21, 1906. 726

GEO. GRIMBLE,

Manager,
14, DES VŒUX ROAD CENTRAL.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO

ARE SHOWING

NEW SUMMER COSTUMES
AND MATERIALS

IN LINEN, MUSLIN AND CAMBRIC, ETC.

NEWEST STYLES IN

TRIMMED HATS

NEW FLOWERS AND LACES.

HOTEL BALTIMORE 'LATE HOTEL AMERICA'
2, WYNDHAM STREET.

A FIRST CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
Terms Reasonable. Apply to THE MANAGER. 1151

DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.

NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS:

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRIOR & Co.)

All kinds of FURNITURE, CARVED (ANTON) BLACKWOOD, CHOCOLATE and GLASS
WARE KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES. 178

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW NOVELS BY ENGLISH MAIL.

That Propitious Will, by L. G. Moberley	... \$1.75
The Race of Life, by Guy Boothby	... 1.75
The Interpreter, by Byrde	... 1.75
The Scholar's Daughter, by B. Harraden	... 1.75
The Path of the Pioneer, by D. Wyllarde	... 1.75
Brownjohns, by M. Diermer	... 1.75
The Lepos of Vivian Lady, by O. Mariotti	... 1.75
Prince Charlie, by E. Delannoy	... 1.75
Pears' Cyclopaedia	... 3.50
Phil Conway, by Gulet	... 1.75
Hazell's Guide to the New House of Commons	... 1.75
Jiu-Jitsu	... 1.75

SCOTCH WHISKIES.

EXTRA SPECIAL FINEST LIQUEUR	Per Dozen \$14.00
V. O. S. (OLD MATURED)	\$12.50
FERRINTOSH (GREAT AGE, VERY FINE)	\$32.00

Telephone No. 76.
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS.
16, QUEEN'S ROAD CENTRAL.

BY TELEGRAPH.

THE NATAL TROUBLE.

A MAGISTRATE MURDERED.

A Loyal Chief.

(Exclusive Service, supplied by Reuters, via Bombay).

London, May 6.
Mr. Stainbank, a magistrate, has been murdered by natives near Ulundi.

The tax collecting policemen, who were on the way back from the same district were set upon, but, although wounded, they escaped with their lives.

Denizulu, one of Cetawayo's sons, offered to find the murderers, and his offer has been accepted.

[REUTERS SERVICE.]
THE EDUCATION BILL.

Impending Opposition.

London, May 4.
The Opposition will meet the second reading of the Education Bill with a direct negative.

THE INCOME TAX.

Possible Reduction.

London, May 4.
A select committee has been appointed to consider a graduation of the income tax.

RESIGNATION OF COUNT WITTE.

London, May 4.
Count Witte retires to a private life.

THE SINAI DISPUTE.

Germany's Position.

London, May 2.
The Standard states Count Metternich has informed Sir Edward Grey, that the Sultan cannot rely on the support of Germany, in the event of a quarrel with Great Britain.

An Ultimatum.

London, May 6.
Great Britain has presented a note to Turkey, which is virtually an ultimatum, demanding the withdrawal of Turkish troops from Egyptian territory.

Telegrams from Cairo confirm the removal of the boundary pillars at Elaris, and state that a Turkish detachment occupies Egyptian territory; their attitude in menacing.

LATER.

The ultimatum to Turkey expires in ten days.

A Naval Movement.

Admirals Beresford, Lambton and Bridgeman have arrived simultaneously at Malta. Four cruisers and a flotilla of destroyers are proceeding from Malta to the Piræus.

THE KING IN PARIS.

Cordial Welcome.

London, May 4.
President Fallières has given a banquet to the King at the Elysée, at which the most cordial toasts were exchanged.

CHINESE ON THE RAND.

London, May 5.
A proclamation has been issued informing Chinese in the Transvaal, that they will be aided financially, under certain conditions, if they are desirous of returning to China. The Proclamation has been published in the Rand.

ONE THOUSAND GUINEAS.

London, May 6.
1.—Flair.
2.—Lichens.
3.—Paid up.

THE DUTY ON TEA.

London, May 5.
The Chancellor of the Exchequer has given instructions to the collector of Customs which will result in a piece of the change of date of the duty on tea.

THE UNITED STATES.

Secret Trust Methods.

London, May 5.
President Roosevelt, in a message to Congress, says that investigation has shown the Standard Oil Co. benefited enormously by the secret unlawful methods of the Sugar Trust; and that other great corporations are guilty of the same practices, and are being considered for prosecution.

LAME BACK.

This ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If this does not afford relief, rub on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and storekeepers.

NAVIGATION IN FOGS.

AN IMPORTANT JUDGMENT.

In the Admiralty Jurisdiction of the Supreme Court this morning, before His Lordship the Chief Justice (Sir Francis Figgott) and Lieutenant C. K. McCallum (Nautical Assessor), judgment was given in the action arising out of the collision between the Norwegian steamer "Brand" and the Japanese steamer "Daini Kotokura Maru."

Mr. M. W. Slide (instructed by Mr. E. J. O'Connell, of Messrs. Wilkinson and O'Connell) appeared for the "Brand" and Mr. J. H. Sharp, K.O., (instructed by Mr. John Haining) represented the "Daini Kotokura Maru."

After giving judgment His Lordship said: This was a case of a collision between the Norwegian s.s. "Brand" and the Japanese s.s. "Daini Kotokura Maru" in the China Sea a little to the east of Pedro Blanco in a dense fog. The Japanese ship admitted blame but contended that the Norwegian ship was also to blame. There was in the case one issue of fact on which the evidence on the two sides was conflicting, or at least not reconcilable. The "Kotokura Maru" was blowing her whistle apparently with regularity, but whether the "Brand" was blowing her whistle in accordance with the regulations was contested. Owing to the view which I take of the law, in which the assessor concurs, the Court is not called upon to express an opinion on this question. I take the following facts as given by the witnesses for the "Brand."

"The second mate was most precise. He said he heard the whistle of another vessel which afterward was ascertained to be the "Kotokura Maru" on the port quarter at 4 a.m.; that he heard it again about every other minute—sometimes more, sometimes less than two minutes—on the port quarter; that by 5 a.m. she was one point before the "Brand's" beam. He then heard it regularly overtaking them: about 5.10 she was three points before the beam; and the last time he heard it she was four points before the beam. This was, he said, about three or four minutes before the collision. Between 5.10 and the collision he could not remember hearing more than one whistle: a few minutes after hearing the last whistle he saw her two and a half points on the port bow. The inference which he drew from this series of whistles was that the vessel was getting further and further ahead on the port side, especially in the last ten minutes: he thought that she was going safely on as there was nothing to direct attention to her. The last whistle was a bit louder, he thought he heard it because of this. The position of the vessel given by the mate up to what he calls the last whistle coincides with the master's evidence: he said that he heard a whistle after he stopped for sounding three points forward of the beam; that he ordered the engine to go slow ahead to let the steamship get more ahead and altered his course one point to the south to clear Pedro Blanco. It seems that he had calculated the speed of the other vessel accurately at eight and a half knots: his own speed when the whistles were first heard was six knots. About three minutes before the collision he heard the whistle four points on the port bow; he then put the engine at half speed ahead concluding that she was going further ahead. There was a little wind from the south and he thought it was the wind which had brought the sound, that is, made it sound louder. Later on he said the last louder whistle was a little louder than the others of the same loudness as when the vessel was passing the "Brand." In cross-examination he said that when she was coming up there was a risk of her running into the "Brand," but that the risk ended when she got past the beam: and that he thought she was going right away from him until she was right on him. There was some question as to whether the order "half-speed ahead" was in fact obeyed. It is unnecessary in the view of the Court takes of the case to consider any other fact: the "Kotokura Maru" admits that she was to blame and that she violated Article 16 of the regulations by going eight and a half knots in the fog, which was certainly not a "moderate speed" as required by the Article. The question for the court was whether the "Brand" was to blame, on the showing of her own officers, also to blame. The first point to be decided is how in the circumstances detailed the second paragraph of Article 16 is to be applied. Putting the whistles on her quarter on one side the "Brand" heard the fog signal of a vessel forward of the beam. This was the position of all the whistles after the "Kotokura Maru" had passed her beam, down to and including the last. Until the position of that vessel had been ascertained it was the duty of the "Brand" to stop her engines: and then, i.e., after stopping her engines, to "navigate with caution until danger of collision is over." Was the position of the "Kotokura Maru" ascertained? The learned counsel for the "Brand" contended that it was, because the whole series of whistles beginning with those on the port quarter showed that the "Kotokura Maru" was on a parallel course, and that as they were heard one, two, three and four points on the "Brand's" bow he had ascertained her position which was (so the master contended) right ahead continuing the parallel course on to Hongkong. This ignores the fact that the last was a louder whistle. I think as a matter of construction that Article 16 requires that the position of the other vessel should be ascertained at each whistle and though it is possible that the position may be correctly ascertained to be on a parallel course continued out of hearing by observing a series of regularly increasing and diminishing

whistles, directly the sequence of sounds which would result when such a parallel course is interrupted it is the duty of the vessel hearing them to comply with the requirements of the Article again, i.e., if the new sound were a first whistle, i.e., the first stop her engines until the position from which it comes is ascertained, and then navigate with caution until the danger of collision which had again arisen is again over. From the point of view of the assessor, the evidence on this interpretation of Article 16, and indeed it would lose its meaning if it were not so. I then put these questions definitely to the Assessor:

(1) Was the master of the "Brand" satisfied in concluding that the extra loudness of the last whistle was due to the wind or from any other cause as to justify him in not complying with the Article? His answer is No. It is indeed impossible to imagine any other answer possible, for it cannot be conceived that a master of a ship should make an error of judgment in such an important matter and, as I take the view, that the consequences of a collision, even being no train of circumstances to excuse him. The case of the "Dorchester" would not warrant such a position, but practically the opposite.

(2) Was it the duty of the "Brand" on hearing this louder whistle to stop her engines? The Assessor's answer is Yes.

(3) Ought the master to have assumed from the fact of this louder whistle being heard that there was danger of collision? His answer is Yes.

(4) Was the order "Half-speed ahead" consistent with cautious navigation in the circumstances? The answer is No.

(5) Did the "Brand's" engine in fact go at "half-speed ahead" or did she continue at her speed of four knots? The evidence is not very satisfactory on this point but the assessor is of opinion that the speed was in fact increased, though by what extent evidence does not enable him to say. The assessor is of opinion further that in the circumstances the order "half-speed ahead" was wrong owing to the density of the fog, irrespective of the fact and louder whistle.

The defence of the "Brand" is that she was an overtaken vessel: that the "Kotokura Maru" was the overtaking vessel and as she was passed and clear on the master's assumption the "Brand" was free to alter her course and speed. Assuming Articles 21 and 24 of the regulations to apply, the error of judgment with regard to the last and louder whistle would of itself show that the defence was bad. But, and as to this it is hardly necessary to refer to authorities, the directions of Article 16 are to be complied with in a fog, and they cannot be read together with Articles 21 and 24, for these Articles imply that the vessels are moving in their ordinary course and are in sight of one another, whereas Article 16 specifically enjoins stopping and navigating with caution. It was said that the "Kotokura Maru" was in the wrong in suddenly altering her course to the north through an angle of over 90 degrees. She was wrong as to her speed, but why was she wrong in this? The reason given by her master was sufficient: He wanted to anchor in Hong Kong Bay during the day.

In a fog she must comply with the fog rules. There are no other precautions imposed save good seamanship. Putting all questions on one side as to whether the "Brand" was whistling the "Kotokura Maru" did whistle and navigation in the sound of her whistle should have been sufficient warning to any ship coming down the regular track. After the circumstances very slightly and this becomes quite clear. Supposing the "Kotokura Maru" had suddenly discovered Pedro Blanco ahead of her she must have altered her course as she in fact did, and what other signal could have been given than that of whistling as she in fact did. The "Kotokura Maru" has admitted herself to blame on account of her excessive speed. The Court for the reasons above given is of opinion that the "Brand" is to blame in judgment will therefore be entered in the terms of the "Kotokura Maru's" counter claim.

The Assessor desires me to add on his behalf that the Engineer of the "Brand" was greatly in fault for not reporting to the bridge the inability to carry out the order "half-speed ahead" soon after he received it as possible. He also wishes to point out the immense importance of all ships being supplied with speed tables corresponding to revolutions. In these remarks I concur.

After argument as to costs His Lordship ruled that both parties were to pay their own costs up to date of the admission of "Kotokura Maru," after which all costs to be borne by the "Brand."

CORRESPONDENCE.

THE DOLLAR AND THE CIVIL SERVANT.

(To the Editor of the "CHINA MAIL.")

Sir—In view of your leader of a couple of days ago most of your readers will agree with me that the Government must take action on behalf of the "suffering servant."

The question now is what course will be the wisest and most permanent. Three courses there may be many more—naturally suggest themselves—

(a) An elastic scale, i.e., a system of a type such as the Hongkong Hotel Company provides itself by, for the Government may fix a salary of £200 a year as equivalent to \$320 a month, but if the dollar falls below this rate promise to pay sterling; if it rises above to pay dollars.

(b) The Government might fix a "starvation limit" of so many dollars a month, say \$80, below which the salary could never fall, all salaries above this being paid in sterling; this being the limit at which living is possible for a respectable Civil Servant.

(c) The Government might allow a bonus of 15% to 20% on the sterling salary when the value of gold depreciated, with regard to silver beyond a certain point the bonus being a self-respecting business firm would make good the deficit of salary already expended by its servants. The least that it ought to do is to divide the surplus that it has made, upon the interest on the same, pro rata, among the "suffering servants" of the Colony. Yours etc.

SEYMOUR BAKER.

SPRAINED ANKLE, STIFF NECK, LAM SHOULDER.

These are three common ailments for which Chamberlain's Pain Balm is especially valuable. If promptly applied it will save you time, money and suffering when troubled with any one of these ailments. Sold by all chemists and storekeepers.

CARPENTERS FALL OUT.

A Charge of Manslaughter.

At the Magistracy, this morning, before Mr. F. A. Hazell, a Chinese carpenter named Chai King was charged with the manslaughter of a man named Kwai Cheung.

From the evidence called it was shown that the deceased and about seven other carpenters were engaged at No. 33 Queen's Road Central, the premises formerly occupied by Messrs. Lane, Crawford and Co., and lived on the premises. The deceased was also in the habit of coming there to sleep although he was not employed on the work and the contracted hours of the carpenters were engaged at No. 33 Queen's Road Central, the premises formerly occupied by Messrs. Lane, Crawford and Co., and lived on the premises. The deceased was also in the habit of coming there to sleep although he was not employed on the work and the contracted hours of the carpenters were engaged at No. 33 Queen's Road Central, the premises formerly occupied by Messrs. Lane, Crawford and Co., and lived on the premises. 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FREIGHT CIRCULAR.

Messrs Lamko and Rogge report under date of May 5.—There is some slight change for the better since last reporting on the 20th ultimo, inasmuch as extensive floods around Canton have destroyed the rice crop, the local market for rice is advancing, and in consequence demand has sprung up for tonnage Saigon to this, resulting in fixtures up to 17 cents per picul. At the close 17 cents is offering. Saigon to Philippines, since last writing two small cargoes have been booked at 31 and 30 cents. Saigon to Vladivostok, a boat has obtained a part-cargo at 50 cents, with a filling for Hongkong, and in a like manner another steamer has obtained for a part-cargo for Yokohama or Kobe at 35 cents with filling for this port. The latter figure, as concerns the rate, must be considered exceptional and due to the small quantity; the current rate for medium cargoes could hardly be quoted higher than 27 cents, nominal.

Bangkok has had a further fixture for natives' account at 22 1/2 cents to this port, including downward cargo free, and again several other outsiders have arranged for berth loading under similar terms. News has been received here, however, that cargo somehow is not as plentiful now as of late and is not expected to be plentiful during next few weeks. It is officially notified that in consequence of epidemic plague, vessels from Hongkong and China ports are required to complete 10 days before arrival at Bangkok.

From Java there is still nothing doing, but enquiries are looked for before very long.

From the Yangtze ports, a few locally controlled outside boats have secured freights for this port and Canton on lump-sum basis equivalent to about 17 1/2 and, in one instance 19 cents, as reported to have been obtained.

Nanchang to Canton, business during fortnight appears to have been restricted to the fixing of only one small cargo, the rate for which has successfully been held at 23 cents, same as last charter. High produce prices up North are curtailing operations and Amoy and Swatow keep out of the market also, as far as non-liners are concerned.

Japan coal freight have experienced a sharp rise with \$1.65 paid Moji or Kuchino for this port, and large boats fixed, all for prompt loading. At the close the demand seems satisfied. Moreover, to this port a further steamer has been done at \$2.20 per ton. Wakamatsu to Canton has had two fixtures at \$2.25.

From Pulo Laut to this port \$3.00 per ton has been paid to fill an urgent requirement for prompt loading.

Kobe to Canton, there has been business at \$2.00, and Tsuru to Canton at about same rate.

Hongkong to Hongkong nominal about \$1.30, to Swatow \$1.50. A light draft steamer has been fixed, Hongkong to Singapore, to discharge at Pulo Brani, at \$2.75.

On monthly terms, no business has been reported locally.

In Sailfreights there is nothing new to advise.

SAIL TONNAGE DEDUCTIONS.—American bark "Alta," now repairing.

DEPARTURES OF SAILERS.—None.

GRAVEL AND URINARY DISORDERS.

SUFFERED 15 YEARS.

CLOVELLY, perhaps the most quaint and charming spot in beautiful Devon, is the birthplace of Miss Mary Bond, who now lives at 1, Ivy Cottage, Meddon St., Bideford, England. Miss Bond's father is well known in Clovelly, where he lived for 79 years. On June 4th, 1902, Miss Bond said:—"My grandfather died of kidney complaint; and when fifteen years ago, I noticed unmistakable signs of kidney trouble, I was naturally worried and anxious, because I knew the seriousness of it. The first sign was a dull, burning pain in the back, which became sharp and cutting whenever I stooped. I also noticed that the urine was unnatural, and I was troubled with gravel."

"I got worse and worse as time went on, and nothing I tried relieved me. At last I was so bad I did not know what to do; I could hardly move without pain, and I began to fear I should never be cured."

"Last Christmas my brother, a sea captain, sent me three boxes of Doan's Backache Kidney Pills. I tried them at once, and I gave the medicine a thorough trial. I felt a good deal better after I had finished his gift, and I went through a course of the medicine, taking fourteen boxes in all. Now I am quite another woman! I feel so much stronger and better, and there is no sign of gravel. I have been cured by Doan's Pills, and I shall always be pleased to speak about them to others."

Our representative visited Miss Bond on April 23rd, 1904 (12 years after her cure), and was heartily welcomed:—"I am still in good health," Miss Bond declared, "and I have found my cure to be lasting. I don't know what I should have done without Doan's Pills, and I've often spoken about them to others."

Doan's Backache Kidney Pills should be used immediately there is any such sign of kidney disease as Backache, Dizziness, Aching Pain in the Loins, Water Troubles, Gravel, Sallow Skin, Rheumatic Pains, Heart Irregularity, Sleeplessness, Irritability, Cramp, Spots before the Eyes, Watery Swellings in the Ankles or beneath the Eyes, Swelling of the Joints, Lumbago, Dazed Feeling, "Bad" Circulation of the Blood (as shown by salt bands and feet). Doan's Backache Kidney Pills antiseptically cleanse the kidneys, and assist the bladder and assist the kidneys in their great work of filtering the blood. They are purely vegetable, and safe for men and women, young and old. "I am so glad to get the genuine Doan's Pills."

Doan's Backache Kidney Pills are 2/6 a box or 1/3 for 8 boxes. To be had of all chemists and medicine dealers, or direct from the proprietors, The Foster-McClellan Co., 3, Wells Street, Oxford Street, London, England, post free on receipt of order.

GEO. ANGUS & CO.,

LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.

Oak Tanned Leather Belting,

Link Belting, Raw Hide Belting,

Raw Hide Cords, &c.

CANVAS HOSE, COTTON BELTING,

HAIR BELTING.

WORKS—BENTHAM, LANCASTER.

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS
IMITATIONSwhich are unpalatable and sometimes
dangerous.

Per Case of 48 Pints \$8.50

Per Dozen Pints \$1.70

Per Case of 100 Splits \$8.00

Per Dozen Splits \$1.10

**TANSAN
GINGER ALE.**

Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE**GINGER ALE**

IN THE WORLD.

Per Case 48 Pints \$7.75

Per Dozen Pints 1.95

Per Case 50 Splits 5.25

Per Dozen Splits 1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants.

12, QUEEN'S ROAD CENTRAL.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

NOW SHOWING.

Newest Silk and Muslin

BlousesPretty
and
Inexpensive.

A Large Selection of

Sunshades\$2.75 to \$25.00
each.

Inspection Invited.

WM. POWELL, Ltd.,

HONGKONG.

The

SAVOY,

LIMITED.

GENTLEMEN'S**SUMMER****UNDERWEAR**

Leslie Thread \$1.80

White India Gauze 1.10

Novi Silk 5.75

Silk Lace Net 2.50

Silk Net 1.50

Sporting Vests 1.45

Socks, from85

THE SAVOY, Ltd.

QUEEN'S ROAD,

TO SMOKERS.It is a well-known fact, admitted by the
EGYPTIAN CIGARETTE MANU-
FACTURERS themselves, that Cigarettes
imported from Egypt are made from
TURKISH TOBACCO, which is subject
to a heavy Import Duty in Egypt. Hong-
kong being a Free Port tobacco can be
imported free of duty.Two Good Reasons why it is advan-
tagous to Smoke
my Cigarettes.1.—Cheapsness of my Cigarettes compared
to imported cigarettes, owing to tobacco
being admitted duty-free into Hongkong,
and that you are buying direct from the
Manufacturers, doing away with middlemen's
profits.2.—Freshness of my Cigarettes, as they
are made daily for each day's consumption,
which makes it impossible to have an old
stock of Cigarettes, as is very likely with
imported Cigarettes.The following is a list of my Cigarettes
made from the Best Turkish Tobacco at
from 40% to 60% cheaper than imported
cigarettes of equal quality.

NAME.	SIZE.	AGES IN BOXES OF	PRICE PER 100
Great Britain.....	large	50	\$4.50
Venus.....	large	50 & 100	3.00
Hongkong Club (cork tipped).....	large	50 & 100	3.00
Admiral.....	medium	100	2.20
Princess.....	gold tipped (ladies).....	100	2.00
Flor de Oriente.....	with tubes	100	2.00
Paris.....	small	100	2.20
The Peak Tram.....	medium	100	1.50
China (gold tipped).....	medium	100	1.50
Luistano.....	medium	100	1.00

We also make cheap cigarettes of second-
grade Turkish Tobacco at \$8.00 per 1000.
—Minimum Quantity sold—1,000To Messrs. Clubs, Hotels and all large
Boys, Special Terms are allowed.**T. E. P. SPYROPULOS,**

9, Beaconsfield Arcade.

(OPPOSITE THEATRE ROYAL).

214.

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL,

Under Connaught House.

JUST RECEIVED

**ANTISEPTIC
BLOC.**NO more PIMPLES or IRRITATION
after SHAVING, this preparation will be
found very useful for Gentlemen who
shave themselves.SUBSCRIPTION FOR SHAVING, etc.,
TAKEN BY THE MONTH.ALL KINDS OF
HAIR WORK DONE.

Hongkong, April 25, 1906.



ESTABLISHED A.D. 1841.

**A. S. WATSON
& Co., Ltd.**

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

Celebrated

'E' BLEND

VERY OLD LIQUEUR

SCOTCH**WHISKY.**

A blend of the finest WHISKIES

distilled in SCOTLAND

OF GREAT AGE,

**MELLOW AND FINE
FLAVOUR.**Pronounced by Connoisseurs to be the
BEST WHISKY in the FAR EAST.

Per Dozen \$16.50.

The following are also recom-
mended, and are unsurpassed in
quality and price:—

For Doz.

A.—Thorne's Blend \$12.00

B.—Glenorchy, Mellow

Blend, a fine 'Soda

Whisky of great age 12.00

C.—Aberlour-Glenlivet 13.50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies 16.00

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS

MEMOS. FOR TO-MORROW.

Auctions.

11 a.m.—Auction of Household Furni-
ture, &c., at Messrs. Hughes & Hough's
Sales Rooms.11 a.m.—Auction of Towels, Carpets,
&c., at Mr. F. Kien's Sales Rooms.2.30 p.m.—Auction of Household Fur-
niture, at 'Stillings' Peak Road.

Amusements.

9 p.m.—Performance at City Hall.

General Memoranda.

WEDNESDAY, May 9:—
Goods per *Dongola* not cleared at 4 p.m.
on this date subject to rent.THURSDAY, May 10:—
2.30 p.m.—Auction of Valuable Stamps,
at Mr. F. Kien's Sales Rooms.FRIDAY, May 11:—
2 p.m.—Auction of Household Furniture,
&c., at Des Voeux Road-Villas, The
Peak.2.30 p.m.—Auction of Valuable Furniture,
&c., at Mr. F. Kien's Sales Rooms.SATURDAY, May 12:—
Auction of Valuable Furniture, &c., at
No. 2, Arden Terrace, Kowloon.11.30 a.m.—Meeting of A. S. Watson &
Co., Ltd., at the Co.'s Office.Noon—Meeting of The Hongkong Elec-
tric Co., Ltd., at Co.'s Office.Goods per *Filippo Artelli* undelivered
after this date subject to rent.MONDAY, May 14:—
Goods per *Willehad* undelivered after
this date subject to rent.THURSDAY, June 14:—
11 a.m.—Auction of Complete Cement
Factory, at Hongkong and Kowloon
Wharf & Odium Co.'s Premises,
Kowloon.

NOTICE.

THE EDITORIAL OFFICES of
the CHINA MAIL are now locatedat No. 8 QUEEN'S ROAD CEN-
TRAL (first floor), OppositeMessrs. CALDBECK, MACGRE-
GOR and Co.THE BUSINESS OFFICE and
PRINTING WORKS are at No. 5

WYNDHAM ST.

The China Mail.

HONGKONG, MONDAY, MAY 7, 1906.

THE SWADESHI MOVEMENT.

LITTLE is known locally of the Swadeshi
movement in India, although it has be-
come a very interesting political sym-
ptom. Whether it is likely to be
dangerous in the future cannot be
forecast. The movement is one that has
the admirable object of making India a
self supporting country, of encouraging
the local industries of every shape or form.
Such an object must enlist the sympathy
of the tariff reformers of Great Britain
who aspire to the same goal but choose
to adopt another road. The movement
had already been attended by a certain
amount of success and British manu-
facturers are beginning to feel some
alarm at the prospect of losing their
best market. If the Swadeshi propa-
gandists confined themselves exclusively
to pointing out the economic advantages
to India involved in the people buying
articles produced or manufactured in
India little exception could be taken.
It is a natural right of the people of a
country to do the best they can for
themselves, so long as they keep within
the bounds of the law. Unfortunately
the political agitator sees his opportunity
in movements such as this, and the
industrial movement quickly becomes a
political one. It has been so with
Swadeshi. The anti-British element
among the Indians is endeavouring to
use the movement to weld all the races
of India together, and there can be little
doubt that the ultimate idea is to shake
off British rule. The recent visit of the
Prince of Wales, however, proves that
this disloyalty has not taken root to any
great extent. The Indian races to a
singular extent are influenced by
their direct rulers—the native Kings
and Princes who retain titular so-
vereignty but have little or no ad-
ministrative power. We know of course
that their sovereignty weighs for
nothing, but the great mass of the
population of India is too ignorant to
understand the political conditions
under which they live. Consequently
they look to the rulers of their own race
for guidance, and so long as these men
remain loyal there is little ground for
apprehension. That they are likely to
remain loyal is shown by the unpre-
cedented honour they showed to the
King's son and heir. Marks of respectnever hitherto shown to visiting Royalty
were accorded to the Prince of Wales
throughout the Indian Empire and this
has had a great effect upon the native
mind. The Government of India has
shown recently that it sympathises to
— extent with the desire of the
natives to help themselves, commercially,
and it is evident that this attitude is a
discreet one to adopt in the circumstan-
ces. If the fact that the Government
has a wholehearted desire to improve
the condition of the conquered race,
irrespective of possible detrimental
effects upon British trade, is impressed
upon the people there will be less dan-
ger of the Swadeshi movement develop-
ing into something that might be
disastrous to the Empire. At the same
time a close scrutiny should be kept
upon the political agitators, and any
attempt to enter upon a comprehensive
anti-British campaign should be sum-
marily checked. Fortunately the powers
held by the Indian Government are
extremely great, and it is authorised to
take the steps which seem to it desirable
without much danger of interference
from the Home Government. After the
unfortunate results which have attended
such interference in South Africa most
people will feel glad that this is so.A great delicacy for Frenchmen and
epicures of other nations is a dish of
frog's legs prepared in tasty form
known to the accomplished chef; but
those who enjoy this dainty morsel
confine their choice to the limbs of
the frog, and take those cooked.
According to the Melbourne *Argus* a
youth at a St. Kilda school has had a
unique experience. He took a frog
whole, and quite uncooked—in fact,
alive. The story goes that the young-
ster and some of his companions caught
a frog and 'returning to school, in
triumph the captor of the frog was
exhibiting it proudly to his com-
panions, one of whom bent down open-
mouthed over the crouching frog. As he
did so, the lad holding the frog loosened
his hold of it to allow his companion
to study it more fully, and before
either was aware of what had happened
the frog jumped into the boy's open
mouth. As he was at that moment
inhaling, his tongue presented no
obstruction, and the frog lodged tightly
in the throat. The boy fell against
the wall of the school, writhing in the
throes of suffocation, while the children
present became greatly frightened,
especially as the frog was heard croak-
ing loudly through the boy's open
mouth. Happily one youngster had
the presence of mind to rush off to a
teacher, and on his arrival he hauled
out the frog, kicking violently, from
the boy's mouth. After rinsing out
his mouth, and resting for a few
minutes, the boy was able to resume
his studies. The frog was uninjured.An aged Chinese woman stepped out
of a tram while it was travelling at full
speed yesterday, in the vicinity of Western
Street. The result was naturally dis-
astrous and the woman was removed to the
hospital, where she is at present in a
serious condition, suffering from numerous
injuries.

Trade of Southern China.

We have received from the Imperial
Maritime Customs a copy of the second
volume of the Decennial Reports on the
Trade, Navigation, Industries, etc., of the
ports open to foreign commerce and on the
condition and development of the treaty
ports provinces from 1892 to 1901. The
volume deals with the southern ports, but
includes Tientsin. It contains many
valuable maps, plans, and drawings,
including a map of China showing the
provincial capitals, treaty ports, etc., and a
map of Hongkong and the New Territory.
The publication contains reports from the
various southern ports, together with
statistics of trade and other matter of
supreme importance to all who are con-
cerned in the trade of China. It is a very
valuable volume and its compilation reflects
the greatest credit on those responsible for
its production. The demands for the book
have necessitated a second issue (for it was
first published in 1904), and this in itself
testifies to its importance. Messrs. Kelly
and Walsh have the book on sale.

AN AMERICAN REMEDY.

THERE is probably no medicine more
famous that can be found in many
homes in the United States than Chamber-
lain's Colic, Cholera and Diarrhoea Remedy.
It has been in general use for over thirty
years, and each successive epidemic of
cholera and dysentery during this time
has tested its merits and proved its superior-
ity over all similar preparations. The re-
liability and promptness of this remedy
have won for it the confidence of many
physicians who often prescribe it in their
practice. No case has ever yet been re-
ported where it was not found to give relief.
This remedy is for sale in this city by all
chemists and druggists.**BY TELEGRAPH.****FRENCH RAILWAY
SCHEME.****KWANGSI MERCHANTS
PROTEST.**

(Chinese Mail's Correspondent.)

SHANGHAI, May 6.

The Kwangsi merchants here have
held a meeting at the Chi Gardens,
at which a scheme for the construction
of a railway by the merchants has been
put forward in order to frustrate the
French movement for a railway conces-
sion there.I-Sik-Mui has been appointed Direc-
tor-General of the projected line, and
consultations have been held telegraphi-
cally between him and Viceroy Shun
Chin Hsun, of Canton.(The following is from Shanghai papers:—
H. E. Liu Shao-nien, Governor of
Kwangsi province, has sent a dispatch to
the Viceroy changing the French from
Tongking with promises of invading
non-treaty towns in Kwangsi and establish-
ing homes and godowns in them, even
going so far as to purchase secretly land
from private individuals without the
authorisation of the local officials, all of
which are in violation of the Chinese treaty
with France. The Governor asks the
Viceroy to lodge a strong protest with
the French Government and states that
he, himself, intends to address the French
Consul in Kweilin, the provincial capital;
at the same time he suggests to the
Viceroy that some arrangement should
be made to limit the number of French
troops quartered at present in the
treaty port of Lungchow, near the
Kwangsi-Tongking border. These troops,
by the way, were introduced into Kwangsi
when the recent insurrection in that
province was at its height, two years ago,
on the plea that they were necessary for
the protection of French trade in that
port of Kwangsi, although a brigade of dis-
ciplined troops from Europe had been sent
to Lungchow for that very purpose. A
further dispatch from Peking states that
an urgent telegram has been sent to H. E.
Ting Chen-to, Viceroy of the Yun-Kwei
provinces, ordering him to keep a close
watch on the movement of the French in
Yunnan province, and to be prepared for
all eventualities, either in case of an anti-
French outbreak or a violation by the
treaties between the two countries. In
any event the Viceroy of Yun-Kwei is in-
formed that the Imperial Government will
hold him responsible. —Ed., C.M.]**THE FRENCH MINISTER.****IMPENDING DEPARTURE.**

(Chinese Mail's Correspondent.)

PEKING, May 6.

The French Minister, Sir Ernest
Satow, is making
preparations to leave Peking for home.**SIR ERNEST SATOW.****DEPARTING FOR HOME.**

(Chinese Mail's Correspondent.)

HANKOW, May 6.

The British Minister, Sir Ernest
Satow, is expected here from Peking.
He is to leave here for Shanghai on the
8th inst.**THE NANCHANG AFFAIR.****VICEROY CHANG CHIH-TUNG****DISSATISFIED.**

(Chinese Mail's Correspondent.)

PEKING, May 6.

Viceroys Chang Chih-Tung disapproves
with the terms on which the Nanchang
affair has been settled, and has
telegraphed to the Peking Government
demanding a re-discussion of the whole
question.

[MANILA CABLE NEWS SERVICE.]

"DREADNOUGHT" PLANS**STOLEN.**

WASHINGTON, May 3.

The plans of the newest British battle-
ship "Dreadnought" have been stolen
from the Admiralty office. An American
is suspected.**FATHER GAPON MURDERED.**

LONDON, May 26.

There is conclusive proof that Father
Gapon was murdered, but whether his
death was due to secret agents of the third
section or to the revolutionaries is not yet
certain.**REIGN OF TERROR IN PARIS.**

NEW YORK, May 3.

The New York newspapers have lengthy
dispatches from their Paris correspondents
picturing the reign of terror which convulsesParis now. Hundreds, if not thousands,
have been killed and wounded in the
savage battles fought in the streets between
the police and soldiery on one side and the
working people, students, artists and others
socialistically, anarchistically, and even
religiously inclined.For many ardent Catholics whose feel-
ings have been outraged by the seizure of
the property of the Church throughout
France, have joined issues with the
proletariat and radicals in an endeavor to
overthrow the government.The government offices and the residences
of important officials are guarded with
cannon, and artillery lines the streets. Im-
mense damage has been done to business
and to property by fires, demolition, and
by the ravages of the mobs.Thousands have been arrested. The
hospitals are full though the mobs carry off
most of their wounded and dead. Women
are as usual in Paris prominent figures in
the throngs of unadorned people. The
streets echo with the Marseillaise and
other revolutionary songs. Whether it is
a revolt or the burst of a revolution is
debated by some of the newspapers. The
government says it will check the outbreak
within three days.**THE NEXT PRESIDENT.**

WASHINGTON, May 2.

A startling disclosure of the plans of the
administration for the coming elections
has been made. President Roosevelt will
back Mr. Taft for the Presidency. If Mr
Taft is elected Mr. Roosevelt will be
Secretary of State. The building of the
Panama canal and the management of the
Philippines will be under him. They
would be taken out of the office of the
Secretary of War. Mr. Roosevelt's an-
nouncement to build the canal and to push on
the Philippines toward prosperity. Mr
Roosevelt will enter the Senate or go back into
private life.**THE KOWLOON-CANTON LINE.****An Agreement Signed.**A Peking dispatch states that H. E.
Viceroy T'ien Chün-huen, who has
strenuously opposed the building of the
Kowloon-Canton Railway by British
capitalists alone, demanding that the line
should be constructed conjointly by British
and Chinese, has been informed by the
Viceroy that his object has been accom-
plished and that that Board has signed an
agreement, to that effect with the British
Minister in Peking.**SOCIAL AND PERSONAL.**The death has taken place at Tientsin
of Capt. Henry Knightly Taylor.Sir Robert Hart gave a delightful
dinner prior to the departure of Lady Hart
and Miss Hart from Peking, by the Chi-
ngan railway.The A. D. C. of the U. S. S. "Wis-
consin" gave a successful entertainment at
Yokohama for the benefit of the Japanese
Famine Fund.Amongst the "Siberia" passengers
who are also staying at the King Edward
Hotel are Consul H. L. Paddock and Vice
Consul Hanner who are on their way to
Amoy.Mr. R. W. H. Wood, formerly in
charge for Messrs. Jardine, Matheson
& Co. at Kobe and other Japan ports died
on board the E. M. S. "Empress of
Japan," three days out from Yokohama.The marriage has taken place at Tokio
of Mr. George Malcolm Spence and Georgina
Maud, daughter of the late Mr. Horatio
Nelson Lay, C. B., of the Imperial Chinese
Customs.Mr. Jadot, who has been eight years in
China, mostly as engineer-in-chief of the
Ching-Han railway, is going home and has
presented his successor, Mr. Prudhomme,
to Viceroy Yuan Shih-kai.Chang Kien Yi died at 4 p.m. yesterday.
He was instrumental in starting the
"World News," which paper he left and
assisted in starting the "Wai Yat Tsui."
He made himself prominent lately on
account of his keen criticism of Chinese
affairs. Chang was a returned Japanese
student. He was 24 years of age.Consul C. G. Wilford, American Consul
General for Hongkong, arrived in the
Colon to-day by the "Siberia." Consul
Wilford succeeds American Consul
General Mr. Gracie, Acting Consul, having
occupied the post since General Bragg's
departure. Consul Wilford is accompanied
by his wife and two children and is staying
at the King Edward Hotel.A very enjoyable smoking concert was
held at St. George's Club on Saturday eve-
ning, which was attended by a large num-
ber of members and their friends. The musical
programme was varied and almost all of
those whose services were availed of, were
heartily applauded. Messrs. Burnett, Wal-
tow, Jordan, Chapelle, Dias, Hayward,
Brown, Polling, Edwards, Barlow, Goldring
and Incey were among those who provided
the entertainment. The concert did not
conclude until a late hour.**A GOOD SUGGESTION.**MR. C. E. Walright of Lemon City,
Calif., U. S. A., has written the manu-
script of a book, "The Epidemic of
Cholera, Cholera, and Diarrhoea," which
describes cases of cholera, cholera, and
cholera

Vessels Advertised as Loading.

Vessels Advertised as Loading.			
DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING.
Australian Ports.....	Kusan (s).....	Butterfield & Swire.....	May 30.
Bremen v. Ports of call.....	Sachsen (s).....	Melchers & Co.....	May 9, at Noon.
Calcutta.....	Praha Heinrich (s).....	Melchers & Co.....	May 29, at Noon
Canton.....	Shantung (s).....	Butterfield & Swire.....	May 8.
Chefoo & Newchwang.....	Kajan (s).....	Butterfield & Swire.....	May 9.
Cebu & Hailo.....	Sunkiang (s).....	Butterfield & Swire.....	May 16.
Genoa, Mare, I'pool.....	Jahnas (s).....	Butterfield & Swire.....	May 20.
Havre, Bremen, H'burg.....	Silina (s).....	Lambert & Co.....	May 14.
Marseilles & Havre.....	St. Louis (s).....	Hamburg-Am'ka Linie.....	May 15.
London, &c., H'burg.....	O. Ford Laekz (s).....	Hamburg-Am'ka Linie.....	June 1.
Yokohu, Kobe, Y'ama.....	Willshat (s).....	Melchers & Co.....	May 9, at 10 a.m.
London & Antwerp.....	Berouene (s).....	Gibb, Livingston & Co.....	About May 15.
London & Antwerp.....	Flintheiser (s).....	Shevan, Tomes & Co.....	About May 15.
L'don, Am'dam, A'erp.....	Balthorphen (s).....	Butterfield & Swire.....	May 17.
L'don, Am'dam, A'erp.....	Muyana (s).....	Butterfield & Swire.....	May 22.
London, &c., H'burg.....	Maya (s).....	Butterfield & Swire.....	June 5.
London, Antwerp, &c.....	Dohl (s).....	P. & O. S. N. Co.....	May 10, at Noon.
Moji, Kobe, Y'ama.....	Manila (s).....	P. & O. S. N. Co.....	About May 9.
Manila, Aus'nian Ports.....	Easton (s).....	Gibb Livingston & Co.....	May 8, 10 a.m.
Mar, L'don, A'erp, &c.....	Tsuwa Maru (s).....	Nippon Yusen Kaisha.....	May 8, at 4 p.m.
Max, L'don & A'erp.....	Ara Maru (s).....	Nippon Yusen Kaisha.....	May 10, Daylight
Marseilles via Saigon.....	Merionshire (s).....	Shevan, Tomes & Co.....	About May 10.
Manila.....	Meisenstein (s).....	Messageries Maritimes.....	May 15, at 1 p.m.
Manila.....	Rold (s).....	Shevan, Tomes & Co.....	May 12, at Noon
Manila.....	Zafro (s).....	Shevan, Tomes & Co.....	May 11, at Noon
Manila.....	Yuensang (s).....	Jardine, Matheson & Co.....	May 10, at 4 p.m.
Manila.....	Tsur (s).....	Butterfield & Swire.....	May 16, at Noon
N'ki, Kobe, Y'ama.....	Wiko Maru (s).....	Nippon Yusen Kaisha.....	About May 20.
New York, Susak.....	Benzoy (s).....	Shevan, Tomes & Co.....	May 23.
New York, Susak.....	Optic (s).....	Dodwell & Co. Limited.....	May 23.
Osaka, S. Japan.....	Siberia (s).....	O. & S. S. Co.....	May 11, at Noon
San Francisco v. Japan.....	América Maru (s).....	Pacific Mail S.S. Co.....	May 18, at Noon
San Francisco v. Japan.....	Mongolia (s).....	Pacific Mail S.S. Co.....	May 23, at Noon
San Feloce via Japan.....	China (s).....	Pacific Mail S.S. Co.....	June 12, at Noon
Seattle v. Sh'ad, Japan.....	Albatross (s).....	Nippon Yusen Kaisha.....	About June 12.
Shanghai, Bombay.....	Roan (s).....	Melchers & Co.....	About May 9.
Shanghai, B'hamy.....	Pekin (s).....	P. & O. S. N. Co.....	About May 9.
Shanghai, C'ng, B'hamy.....	Wakasa Maru (s).....	Nippon Yusen Kaisha.....	May 14, at Noon
Shanghai, Canton & C'tagoregory Apar (s).....	Gregory Apar (s).....	D. Sassoon & Co, Ltd.....	May 12, at 3 p.m.
Shore, Pang, Calcutta.....	Kumuang (s).....	Jardine, Matheson & Co.....	May 9, at 3 p.m.
Sh'hai, Kobe & Y'ama.....	Jachwar (s).....	Nippon Yusen Kaisha.....	About May 14.
Sandakan and Kuching.....	Bormeo (s).....	Melchers & Co.....	May 12, at Noon
Shanghai.....	Beang (s).....	Jardine, Matheson & Co.....	May 18, at 4 p.m.
Shanghai.....	Xwangso (s).....	Butterfield & Swire.....	May 11.
Shal and Portland, Or.....	Armbia (s).....	Portland & A-S Co.....	May 11, Daylight
Sh'al and Portland, Or.....	Argonia (s).....	Oaks Shosen Kaisha.....	May 10, a.m.
Stow, Amoy, P'oh Chow.....	Shosha Maru (s).....	Oaks Shosen Kaisha.....	May 18, at 10 a.m.
Stow, Amoy & Tamsui.....	Maikazuru Maru (s).....	Oaks Shosen Kaisha.....	May 16, 10 a.m.
Stow, Amoy & Tamsui.....	Alakahi Maru (s).....	Oaks Shosen Kaisha.....	May 17, at 11 a.m.
Stow, Amoy & Tamsui.....	Daijin Maru (s).....	Oaks Shosen Kaisha.....	May 20, at 10 a.m.
Stow, Amoy & P'chow.....	Haimun (s).....	Douglas Laprak & Co.....	May 8, at 10 a.m.
Stow, Amoy & P'chow.....	Orange Branch (s).....	Dodwell & Co. Limited.....	About end of May.
Viadivostok.....	Victoria B.O. Seattle Kagu Maru (s).....	Nippon Yusen Kaisha.....	May 23, at Noon
Victoria, B.O. Tacoma Payment (s).....	Victoria B.O. Tacoma Payment (s).....	Dodwell & Co. Limited.....	May 23, at Noon
Victoria, B.C., Tacoma.....	Imperial (s).....	Dodwell & Co. Limited.....	May 23, at Noon
Vancouver (B.C.), & Espress of Japan (s).....	Vancouver (B.C.), & Espress of Japan (s).....	Canadian P'fic R. Co.....	May 9.
Vancouver (B.C.), & Tartar (s).....	Vancouver (B.C.), & Tartar (s).....	Canadian P'fic R. Co.....	May 23.
Vancouver (B.C.), & Espress of China (s).....	Vancouver (B.C.), & Espress of China (s).....	Canadian P'fic R. Co.....	May 23.

D. **SHARE LIST—QUOTATIONS**

May 7, 1906.

Stocks.	No. of Shares.	Value.	Paid up.	Listing Quotation.
				Out.

G.	BANKS,	80 00	185	all	(\$86), sellers London, £90
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Hongkong and Shanghai Bank Corp.	50,000	2	7	2	5	238, buyers
National Bank of China, Limited	99,925	2				

Canton Insurance Office Co.,	Ed. ...	10,000	\$	250	\$	50	\$355, buyers
		24,000	\$	83.33	\$	25	Nominal

China Traders Insurance Co., Ltd.	10,000	£	15	£	6	Tls. 87½, ex div.
North-China Insurance Co., Ltd.	10,000	£	250	£	100	\$775, ex div. buyers